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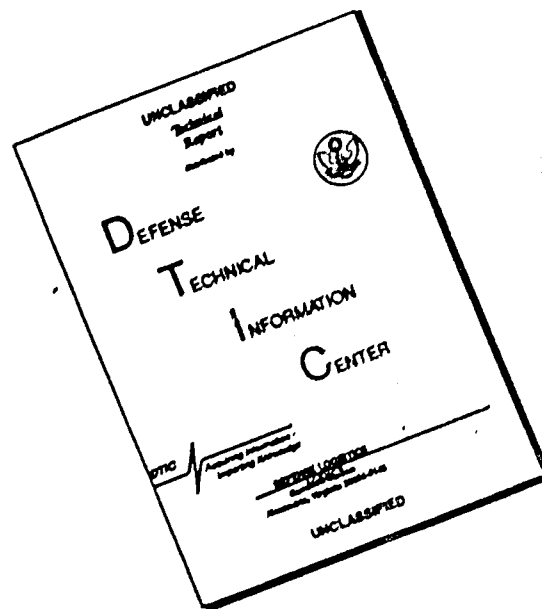
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M) (12 Feb 70) FOR OT UT 694072

20 February 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 16th Combat Aviation Group, Period Ending 31 October 1969 (U)

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2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

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Kenneth G. Wickham

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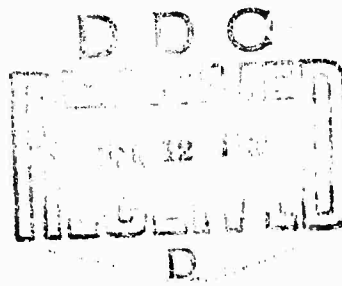
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DEPARTMENT OF THE ARMY
HEADQUARTERS, 16TH COMBAT AVIATION GROUP
APO San Francisco 96374

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SUBJECT: Operational Report - Lessons Learned (16th Combat Aviation Group)
Period Ending (31 October 1969) RCS CSFOR-65 (RI)

SEE DISTRIBUTION:

1. (C) SECTION I, OPERATIONS: SIGNIFICANT ACTIVITIES

a. Command

(1) Mission: The 16th Combat Aviation Group (16th CAG) provides, supervises and sustains Army Aviation Support of the Americal Division.

(2) Responsibilities:

- (a) Command the major aviation elements of the Division.
- (b) Exercise special staff supervision over all Army Aviation activities.
- (c) Supervise aircraft maintenance and supply.
- (d) Supervise flying safety program.
- (e) Participate in planning and execution of combat operations.
- (f) Provide Army Aviation Element to the DTOC.

(3) Key Personnel:

(a) 16th CAG Headquarters:

CO: COL DEIBERT I. TOWNSEND, 510-16-8980, 30 Jun 69 to present.

XO: LTC NORMAN P. JACOBS, 514-20-3963, 10 Jul 69 to 8 Aug 69.

LTC RAYMOND V. BROWN, 446-42-0246, 8 Aug 69 to present.

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S1: MAJ LESLIE B. CARMAN, 457-32-6285, 9 Dec 68 to 12 Aug 69.

CPT ARNOLD J. ECKELMAN, 131-34-4701, 12 Aug 69 to present.

S2: CPT JOHN NOWOSADKO JR., 042-34-7868, 19 May 69 to 15 Oct 69.

1LT CARL F. LEHMANN, 103-39-2573, 15 Oct 69 to present.

S3: LTC RAYMOND V. BROWN, 446-42-0246, 17 Jul 69 to 8 Aug 69.

ITC KENNETH I. KETZIER, 386-32-0314, 29 Sep 69 to present.

S4: MAJ CHARLES W. RUCKH, 512-24-3634, 1 Jun 69 to present.

Group Surgeon: MAJ T. DAVID GREER, 460-70-0969, 27 Dec 68 to present.

Safety Officer: MAJ DONALD F. DETIVEAUX, 435-54-0930, 18 May 69 to present.

Asst Div Avn Off: LTC LELAND J. LINMAN, 525-44-0027, 4 May 69 to 7 Oct 69.

LTC JOHN F. BROSNAN, 081-52-5868, 7 Oct 69 to present.

(b) Unit Commanders:

14th CAB: LTC JERRY L. TEAGUE, 428-18-7451, 30 Jun 69 to present.

123d Avn Bn: LTC RICHARD K. DIETSCH, 002-20-7911, 18 Jul 69 to present.

335th TC: MAJ WALTER E. BASS, 427-68-2449, 13 Mar 69 to 13 Sep 69.

MAJ RONALD B. BAKER, 184-30-4956, 13 Sep 69 to present.

HHC, 16th CAG: CPT STANLEY L. BARTLETT, 519-48-0523, 4 Jun 69 to 16 Sep 69.

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CPT MARVIN E. MITCHNER JR., 254-60-8859,
17 Sep 69 to present.

(4) Current Organization:

(a) Organization Chart and Station List at Incl 1.

(b) On 1 Oct 69, the 178th and 132nd Assault Support Helicopter Companies were attached to the 14th Combat Aviation Battalion (14th CAB) by Americal Division G.O. 10083, dated 29 Sep 69. Delta Troop, 1st Squadron, 1st Cavalry was attached to the 123d Aviation Battalion (123d Avn Bn) on 1 Oct 69 by Americal Division G.O. 10056, dated 28 Sep 69.

b. Personnel, Administration, Morale and Discipline:

(1) Status of authorized and assigned strength as of the last day of the report.

(a) Consolidated Strength

	<u>AUTHORIZED</u>	<u>ASSIGNED</u>	<u>OVER/SHORT</u>
OFF	243	195	-28
WO	345	333	-12
EM	2417	2551	+134

(b) Consolidated strength by rated and non-rated officers.

	<u>RATED</u> <u>AUTH/ACTUAL</u>		<u>NON-RATED</u> <u>AUTH/ACTUAL</u>	
OFF	221	173	22	22
WO	337	325	8	8

(2) Subordinate Unit Strength

<u>UNIT</u>	<u>OFF</u> <u>AUTH/OH</u>		<u>WO</u> <u>AUTH/OH</u>		<u>EM</u> <u>AUTH/OH</u>		<u>TOTAL</u> <u>AUTH/OH</u>	
HHC, 16th CAG	26	28	1	3	68	86	95	117
14th CAB	111	97	208	183	1276	1329	1595	1609
123d Avn Bn	73	93	135	132	845	899	1048	1120
335th TC	7	6	4	4	236	230	247	241

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(3) Civilian Strength

	<u>DAC</u> <u>AUTH/OH</u>	<u>VN</u> <u>AUTH/OH</u>	<u>3RD NAT</u> <u>AUTH/OH</u>	<u>CONTRACTOR</u> <u>AUTH/OH</u>
16th CAG	2 2	102 92	0 0	84 87

(4) Discipline

	<u>CO GP ART 15</u>	<u>FG ART 15</u>	<u>SP C-M</u>	<u>GEN C-M</u>
Aug	26	3	3	0
Sep	38	5	8	0
Oct	58	8	12	1

(5) Administration

(a) Routine administrative procedures were carried on with no difficulties. Nine investigations were reviewed for content and forwarded to the Staff Judge Advocate for legal sufficiency prior to the final letter report to USARV. Twenty three Special Court Martials were convened and four more have been referred to trial.

(b) Due to personnel changes, a reallocation of the work load was put into effect with favorable results. The administrative office was broken down into the following sub-areas to provide more aid to the subordinate units: Courts and Boards, Investigations, AG (Awards, R&R's, Casualty Report, Line of Duty Determination, Special Correspondence and Weekly Bulletin), PIO and ASD (Files, Publications, Forms, Distribution and Message Center).

(6) Morale: An active Group Area Improvement Program has greatly enhanced the morale within the 16th CAG.

c. Intelligence and Counterintelligence

(1) There were five possible security compromises during the quarter. Four of these compromises concerned SOI items while one was other COMSEC material. One of the possible compromises was due to enemy action.

(2) During the reporting period 182 aircraft of the 16th CAG were hit by enemy ground fire. An analysis of these hits by altitude (in feet) is reflected below:

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<u>ALT</u>	<u>O/G</u>	<u>T/O</u>	<u>LNDG</u>	<u>ENROUTE</u>	<u>TGT ATTACK</u>	<u>TOTAL BY ALT</u>
0-100	11	14	24	3	11	91
100-200		2	6	1	4	13
200-300		2		1	2	5
300-400		3	2	3		8
400-500		1	2	1	1	5
500-600		3	3	2	2	10
600-700		1			1	2
700-800		1			1	2
800-900		1		1	3	5
900-1000					2	2
1000-1100			2	4	1	7
1100-1200				2	1	3
1200-1300			1	1		2
1300-1400						0
1400-1500				1		1
1500-1600		3	1	4	2	10
1600-1700				1		1
1700-1800						0
1800-1900		1		3		4
1900-2000					1	1
Over 2000		1	1	8		10
TOTAL	11	33	42	64	32	182

(3) Summary of antiaircraft activities by type of fire:

	<u>.30</u>	<u>.50</u>	<u>AIRBURST</u>	<u>MORTAR</u>	<u>TOTAL</u>
Shot At	186	29	2	3	220
Hit	118	22	5	5	150
Downed	18	12	2		32
TOTAL	322	63	9	8	402

(4) The weather had no significant effect on operations during the first half of the quarter. During the second half, operations were handicapped by the beginning of the monsoon season and low cloud cover.

d. Plans, Operations, and Training

(1) Plans:

(a) The 16th CAG continues to provide Army Aviation support to the Americal Division.

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(b) The Aero Scout concept will continue to be the primary method of employment for B Company, 123d Avn Bn. With the attachment of D Troop, 1st Squadron, 1st Cavalry to the 123d Avn Bn on 1 October 1969, the Battalion in essence becomes an Air Cavalry Squadron. The Battalion will remain in general support of the Division and direct support of the Brigades on a mission basis. A Company provides general support lift aircraft for the Division. B Company, 123d Avn Bn will normally support the 11th Inf Bde; D Troop, 1st Cavalry the 198th Inf Bde; and F Troop, 8th Cavalry the 196th Inf Bde.

(c) The assignment of the 132nd and 178th Assault Support Helicopter Companies to the 14th CAB on 1 October 1969, increased the responsiveness of these aircraft to follow up combat assault requirements. They are frequently used to rapidly build up troop concentrations in LZs after the LZ has been secured and the enemy situation permits the use of CH-47 helicopters.

(d) The 71st AHC, 174th AHC and the 176th AHC will continue to support the 196th Inf Bde, 11th Inf Bde and 198th Inf Bde, respectively.

(e) The 132nd and 178th Assault Support Helicopter Companies assigned to the 14th CAB will remain in general support of the Division.

(f) The 14th CAB has been given the responsibility to operate a refuel point at Tien Phuoc, BT1114. Basic construction is completed and the point is expected to be operational during the second week of November 1969.

(g) A briefing team was formed to provide instruction on external load activities and CH-47 operations to all units within the Americal Division. It is too early to evaluate the results, however, there should be a notable improvement in the quality and efficiency of sling load operations.

(2) Operations

(a) The Operational Statistics for this quarter are provided at Inclosure 2.

(b) Operational highlights during this quarter are reflected below as combat assaults which required the assets of two or more helicopter companies, and which were controlled by the 14th CAB:

DATE	UNIT MOVED	NO OF PAX	14th CAB MOVEMENT ORDER NO
4 Aug 69	5th SF	389	69-42
3 Sep 69	1,2,3/5 ARVN	1186	69-43
8 Sep 69	2/5 ARVN	355	69-44
14 Sep 69	5/46 ARVN	385	69-45
20 Sep 69	5/46 ARVN	468	69-46
30 Sep 69	1,3,4/4 ARVN	960	69-47
18 Oct 69	1/6, 4/6 ARVN	831	69-48

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(c) Americal Operations supported.

<u>OPERATION</u>	<u>SUPPORTED UNIT</u>	<u>DATES</u>
Nantucket Beach	198th Inf Bde	23 Jul 69, continuing
Frederick Hill	196th Inf Bde	18 Mar 69, continuing
Geneva Park	198th Inf Bde	18 Mar 69, continuing
Iron Mt	11th Inf Bde	18 Mar 69, continuing
Lamar Plain	101st ABN	15 May 69 - 13 Aug 69
Brave Armada	Marine Operation	23 Jul 69 - 7 Aug 69

(d) Aircraft status at end of reporting period - Inclosure 3.

(e) Results of hostile rocket, mortar or ground attacks:

During this quarter the 16th CAG experienced eighteen mortar and rocket attacks. These attacks resulted in three WIA and five aircraft damaged (minor).

(f) Examples of significant actions during the reporting period are as follows:

1 On 19 August 1969 the 71st AHC was in support of the Que Son Valley Operation. Intense enemy activity south of LZ West in the vicinity of BTO122, to include .51 caliber anti-aircraft weapons resulted in the loss of two UH-1H aircraft. All aircraft operating in this vicinity were forced to fly contour flight to void the heavy enemy fire. Using this technique the normal support of the 196th Inf Bde was successfully accomplished.

2 On 22 September 1969, at 1000 hours, the 71st AHC began the insertion of one company of the 3/21 Infantry, 196th Inf Bde, in the vicinity of BTO423. The initial lift into the LZ received intense fire and one aircraft was shot down on the LZ, with both the aircraft commander and crew chief being killed. During the ensuing action the 71st AHC was reinforced with aircraft from the 176th AHC. The operation was successfully completed at 1800 hours with the battalion suffering 2 KIA, 13 WIA, 2 helicopters destroyed and 14 damaged, of which 6 were shot down and later recovered.

3 On 2 Aug 69 B Company's Aero Scout Infantry, along with a Kit Carson Scout and a military intelligence officer, were inserted into the area north of LZ Bronco at BS363537 - the location of a suspected enemy grenade factory. Signs observed by Infantrymen indicated factory was still in operation and ordnance was later called to the site.

4 On 9 August 1969 F/8th Infantry Flatoon was inserted to re-enforce a LRRP team which had located an enemy basecamp of considerable size. The Infantry remained on the ground throughout the night and was extracted the following day after a search was made of the basecamp and a cave found near the camp.

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5 On 19 August 1969 F/8th Infantry Platoon was inserted OPCON to the 4/31st Inf Bn, 196th Inf Bde and remained in that status for a period of eight (8) days throughout the contact in the Hiep Duc Valley. The infantrymen demonstrated their abilities in a variety of defensive and offensive actions and provided the 4/31st a reliable backup force for the maneuver companies. They reacted in an exemplary manner and were commended by the Battalion Commander.

6 On 20 August 1969 F/8th gunships firing in close support of friendly units in heavy contact were credited with destroying two (2) .51 cal anti-aircraft positions and 66 NVA KIA were discovered during the ensuing sweep of the area in which the guns engaged enemy targets.

7 On 18 September 1969 B Company's Aero Scout VR Team discovered an enemy headquarters camp at BS190570. Hootches built by the enemy were extremely large, and Aero Scout gunships destroyed 17. Later TAC strikes, referred to the area by the Aero Scout Team, pounded the area extensively.

8 On 22 September 1969 B Company's Aero Scouts made 3 separate insertions of the Aero Scout Infantry into 3 different areas. All points of insertion were in the vicinity of BS845300. Infantry destroyed 11 tunnels and booby traps, one infantryman received a minor frag wound. Results of the day included 4 NVA KIA and 12 VC KIA.

(g) Support for emergency medivac and contact missions is provided by the 123d Avn Bn on a continuing basis during the hours of darkness. In addition, flares are utilized to augment the perimeter lights for Chu Lai Defense Command and as a deterrent to the launching of enemy rockets into Chu Lai from the northern and southern rocket pockets.

(h) Since 15 April 1969 the LOH Section of A Company, 123d Avn Bn has continued to provide aerial support to III MAF for tactical reconnaissance, and to MACV Senior Advisors at Tam Ky and Quang Ngai.

(3) Training

(a) Rigid training schedules continue to be a problem for units in a combat environment; the majority of the classroom training consists of mandatory subject matter and special classes determined necessary for accomplishment of the unit's mission. Seventy five personnel attended AARTS courses at Vung Tau to ensure well trained personnel are available throughout the Group. Initial in-country orientation and training for both officers and enlisted replacement personnel being conducted at the Americal Division Combat Center has enhanced the orientation and training program. Initial flight orientation and training is conducted by the units. Aircraft have been made available on a need basis for necessary flight training. Units continue to practice assignment of instructor pilots or aircraft commanders with newly

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assigned aviators in order to maintain crew proficiency at the desired level.

(b) Infantry personnel continue to receive refresher training in demolitions, rappelling and squad and platoon tactics. They also participate in regular program of marksmanship development.

(c) All aviators, battalion and senior commanders receive an aviation orientation briefing when assigned to the Americal Division.

(d) OJT is conducted under the supervision of platoon leaders and platoon sergeants to train personnel in critical skills where school trained personnel are not available.

(e) On the job training, material readiness and formal training continued to be stressed by this headquarters. Oral character guidance has been resumed for personnel in grade E5 and below. In country schools are being used to full advantage in the technical and maintenance fields.

(f) Training in instrument flight procedures has been increased due to the onset of the monsoon season. Hooded flight is practiced when the tactical situation permits and the GCA facilities at Duc Tho and Chu Lai are used whenever possible.

(g) Personnel from 16th CAG have attended classes on Crash Rescue Techniques presented by NSAD and Fire Extinguisher Classes presented by the MAG 12 Crash Rescue Team.

(h) Flight Standardization

1 During this period 11 aviators completed IP/SIP training and were submitted to USARV for orders. Because of the continuous turn over of personnel, the maintaining of instructor pilots (in cockpit), requires continuous review and programming of training for qualified aviators.

2 Meetings were held with the IP's for each of the different aircraft. These proved beneficial in that guidelines were established and techniques gained from the experienced IP's. Particular problems and procedures were discussed with differences being resolved and policy established.

3 Coordinating of the Chu Lai Air Space is a continuing problem. The mix of aircraft; jet, single and multi engine fixed wing, helicopters, and the volume of each has caused many "near miss" situations. The coming monsoons and the decrease in verticle separation will add to the hazards. Also, Chu Lai Air Base uses instrument procedures which are suited primarily for jet aircraft and noncompatible with helicopter procedures. No Nav-Aids are available that are compatible with Army Equipment, although GCA is available. Close and continuous coordination is being maintained with Chu Lai Air Base to resolve these problems.

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e. Logistics and Maintenance:

(1) Class I, II and IV support for the past quarter continued to improve. Many critical items have been received, however, some items affecting aircraft maintenance are still of a critical nature. Emphasis both at Division level and Group level has been placed in this area with little results. Nomex flight gear is no longer a significant problem. Aircraft lacquer paint continues to be in great demand for conspicuous markings on aircraft. This problem has existed for the past two quarters.

(2) No significant problems were encountered in the Class V area. Aircraft rockets were in short supply at one time, but proper supervision and maximum utilization of Artillery reduced the aviation requirement.

(3) The technical supply situation has improved significantly during the reporting period. The ASI of the units DSU has been reduced approximately 3000 lines to a total of 7,901. This was accomplished by a purification of the NCR 500 decks. There has also been added emphasis by AMMC and the Air Force in the area of material shipments. This added emphasis has greatly reduced the number of EDP requisitions outstanding and the order and ship time of the DSU. Demand Satisfaction has also increased significantly as well as Demand Accommodation. However, as stated in the previous report, the special emphasis placed on EDP and other high priority requisitions has resulted in a reduction in the response capability of the supply system to normal replenishment requisitions.

(4) Base Development

(a) The granting and receipt of minor new construction through the reporting period has slowed down due to the new hardline approach to construction approval. The major gain has been the construction of a new motor vehicle maintenance building for the 123d Avn Bn. The building has only recently been occupied and will be an improvement for the battalion.

(b) Construction has been started on a new 123d Avn Bn Operations Bunker.

(c) Enlisted billeting continues to be a problem area within the 16th CAG. The units most severely affected are B Company, 123d Avn Bn and E Company, 723d Maintenance Battalion. B Company is split with one portion of the unit located on one side of Ky Ha AHP and the remainder of the unit on the other side. This creates command and control problems in addition to the overcrowded condition. E Company, 723d Maintenance Battalion presently houses six (6) enlisted personnel in their hanger facilities because of the overcrowded conditions. A master plan for battalion construction has been received by the 16th CAG.

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(d) Reconstruction began in October on the 174th AHC Maintenance Hanger that was destroyed last June. Program has been extremely slow.

(e) A rearm/refuel point has been requested for Chu Lai East to be utilized by all UH-1, LOH and AH-1Gs.

(f) A hanger previously utilized by a Marine unit was requested to be utilized as a maintenance facility for D/1-1 Cav.

(6) Maintenance

(a) Aircraft.

1 The improved trend in productivity has continued in the area of aircraft maintenance. One hundred and twenty four aircraft were released in August 1969, one hundred and forty eight in September, and over one hundred in October. This increase is a direct result of the high morale and sense of urgency within the units.

2 Aircraft Availability Rates (%) for the quarter by month and type of aircraft.

	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>
OH-6A	77	84	72
AH-1G	65	72	74
UH-1C	81	75	83
UH-1D	56	71	72
UH-1H	76	79	82
CH-47B	64	66	74
U-6A	73	59	52

3 Personnel of E Company, 723d Maintenance Battalion have been in the process of reorganizing the aircraft technical supply section with the assistance of a team from AMMC. This has resulted in a more efficient tech supply system, and with experience factors, we can expect better aircraft repair parts support for the 123d Avn Bn.

4 Since the addition of D Troop, 1-1 Cav to the 123d Avn Bn, assistance has been provided to the aircraft maintenance section by the assignment of a Captain (Maintenance Officer), Warrant Officer (Maintenance Warrant), and a SFC (Maintenance Supervisor). These assignments have resulted in an

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Period Ending (31 October 1969) RCS CSFOR-65 (RI).

overall improvement in flight line maintenance, aircraft technical supply and administration.

5 The 335th Transportation Company, which provides direct support maintenance to the 14th CAB, Div Arty, and the three Infantry Brigades, is experiencing difficulty as a result of the loss of 15 Lear Seigler Incorporated Mechanics (Civilians) since 1 Aug 69. These mechanics provide, hard skill, sheet metal, hydraulic, electrical and technical supply experience which is essential to the mission of the 335th Transportation Company.

6 Maintenance Assistance Program - Daily review of supported unit's aircraft and records have reflected an increasing need for an expanded maintenance assistance program. Presently the ground work for the plan is being initiated and formal SOPs are being developed. It is expected that this will further increase the efficiency of E Company, 723d Maintenance Battalion's performance and will enable the supported units to increase the effectiveness of their organizational maintenance program.

(b) Wheeled Vehicles: Maintenance support has improved, however, some repair parts are still in great demand. One 6,000 pound forklift has been in maintenance since the last quarter.

f. Civil Affairs and Civic Action: The 16th CAG continues to support the Tabitha Orphanage in An Tan. The 123d Avn Bn contributes money each month and during this quarter, installed screen doors and windows in the dining area and kitchen of the orphanage. The 14th CAB has procured materials to construct latrine facilities, but high water conditions have temporarily halted construction.

g. Inspector General: No Comment.

h. Information:

(1) The 123d Avn Bn received a CMMI Inspection by the Americal Division CMMI Team on 6 to 10 October 1969, and the 335th Transportation Company was inspected by the same team on 20 Oct 69. Both units received an overall rating of satisfactory.

(2) Critical Items:

(a) Avionics test equipment is in short supply throughout the 14th CAB. Especially critical is the shortage of FM Signal Generators AN/URM-103 and/or SG-297. These items are on the critical item list.

i. Other

(1) Aviation Safety

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SUBJECT: Operational Report - Lessons Learned (16th Combat Aviation Group)
Period Ending (31 October 1969) RCS CSFOR-65 (RI)

(a) In order to better control helicopter traffic, numerous heliports within the Chu Lai perimeter have been closed. Heliports were closed whenever there was insufficient justification, conflicting traffic, and/or hazards around heliports. New heliports will not be constructed without the approval of the Div Avn Off.

(b) The number of accidents and computed accident rate per 100,000 hours of flying time by month is as follows:

<u>MONTH</u>	<u>ACCIDENTS</u>	<u>RATE</u>	<u>CUM RATE</u>
Aug	3	16.1	13.8
Sep	3	18.0	15.1
Oct	3	21.6	16.4

(2) Aviation Medicine

(a) Personnel

1 During the present reporting period the Group has experienced a shortage of personnel. The Group is presently short one (1) flight surgeon and one (1) MSC Officer. The Group will lose three (3) flight surgeons and one (1) MSC Officer within sixty (60) days. At present no information is available on incoming personnel.

2 There will also be a shortage of trained enlisted medical personnel in the next thirty (30) days.

(b) Redistribution of patient population: Because of the personnel shortages we have redistributed medical care responsibility of 600 non-flying personnel from the 123d Avn Bn Dispensary to non-Group medical facilities. This has helped to decrease the work load of the 123d Avn Bn Dispensary. It has also provided a more equal distribution of the patient load between the two (2) Chu Lai Aviation Dispensaries.

(c) Diseases

1 Hepatitis: The Group had only one (1) case of Hepatitis in the last three (3) months. This was caused by drinking non-potable water while on ground combat operations. Hepatitis has not been a problem in the past and this could have been avoided by drinking potable water. All unit commanders have been notified to ensure all personnel carry a sufficient amount of water purification tablets on all operations.

2 Malaria: The Group had two (2) cases of malaria in the last three (3) months. One (1) case was from A Co, 123d Avn Bn and was thought to be a recurrence. One (1) case, a doorgunner, was transferred into the unit from outside of the Chu Lai area during the incubation period. Also

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of interest was a case of mixed malaria which occurred in a Vietnamese civilian employee at the 14th CAG. Malaria is not a significant health problem within the 16th CAG.

3 Skin Diseases: The rate increased during the hot summer months. The skin disease was aggravated by water shortages and poor personal hygiene.

4 Venereal Disease: This is not a significant health problem within the 16th CAG.

2. (C) SECTION II, LESSONS LEARNED: COMMANDERS OBSERVATIONS, EVALUATIONS AND RECOMMENDATIONS.

a. Personnel

(1) Replacement Aviators

(a) Observation: Shortage of OH-6A qualified aviators places an added training burden on operational units.

(b) Evaluation: A timely arrival of replacement aviators is required for the OH-6A type aircraft. Currently new aviators being assigned are not OH-6A rated, hence, a dual training program must be initiated; one to transition the aviator, and the other to train him as a scout pilot. This is causing a shortage of OH-6A scout qualified pilots and is effecting the efficient operational use of the units.

(c) Recommendation: That aviators be trained in CONUS in the type aircraft they will fly prior to assignment to RVN.

(2) Augmentation of S4 Personnel

(a) Observation: The S4 Office of the 123d Avn Bn, have two NCOs who perform the functions of requesting and picking up supplies, counseling unit supply personnel on procedures, turning in approximately thirty reports per month, and maintaining the Material Readiness of the Battalion.

(b) Evaluation: This Battalion, with three assigned and three attached companies, is too large for two men to perform all the above mentioned functions efficiently.

(c) Recommendation: In order to allow the Supply NCO to spend more time coordinating the supply activities of the companies, and also allowing the Material Readiness NCO to spend more time with equipment records, it is recommended that one or two individuals in the grade E5 or E6, with the MOS 76Y40, be authorized the S4 Office to perform the functions of pick-up

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supplies and preparation of reports. A large percentage of supply shortages can be eliminated by proper supply supervision and ensuring that items are immediately ordered upon determining that they are unserviceable, below authorized shelf stockage or have become short for any reason.

b. Intelligence: No Comment.

c. Operations:

(1) Night Operations

(a) Observation: Helipads at all firebases are not equipped for lighting.

(b) Evaluation: Lack of lights at the helipads make it extremely difficult to locate the pads at night and unnecessarily complicates operations during darkness and presents a situation that could result in a serious or fatal accident.

(c) Recommendation: That each firebase be provided with and use a means of lighting the helipads, this may be either the battery powered bean bag type light or a suitable substitute.

d. Organization

(1) Maintenance Support of Separate Air Cav Troops

(a) Observation: Separate Air Cav Troops have a need for organic DS support maintenance.

(b) Evaluation: A separate Air Cavalry Troop is subject to be moved and employed anywhere at anytime. Presently D Troop, 1st Squadron, 1st Cavalry is attached to the 123d Avn Bn, however, they could be moved to another organization at a moments notice. The troop does not have a DS maintenance capability and such a move would adversely affect aircraft availability and mission accomplishment.

(c) Recommendation: That D Troop be given its own organic DS maintenance detachment to improve its current maintenance posture and to provide for flexibility of employment. Justification for this and the soundness of such an action can be readily seen by comparing D Troop maintenance posture and flexibility with that of F Troop, 8th Cavalry, which has a DS detachment attached.

e. Training

(1) Delays in Administering 90 Day Standardization Rides

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(a) Observation: During this reporting period, the 123d Avn Bn experienced a lack of AH-1G aircraft available for administering in-country 90 day check rides.

(b) Evaluation: The shortage of aircraft available for use in the check ride program can be traced to an extreme shortage of AH-1G skid shoes, which precludes practicing touch-down autorotations. Consequently, the administering and practicing of this valuable safety maneuver is severely curtailed.

(c) Recommendation: Aircraft parts of this nature, while not severely limiting the aircraft's combat readiness, are necessary if aviators are to be kept up to date on important safety procedures. These parts should be made more readily available.

f. Logistics

(1) TOE equipment not required for mission accomplishment.

(a) Observation: The TO&E of the Battalions assigned to the 16th CAG do not always correspond to requirements and can cause an over supply of unused or unnecessary equipment.

(b) Evaluation: The strict requirement to have on hand all authorized equipment from the basic TO&E or MTO&E is opposed to the generally accepted principles of supply economy. This not only withdraws equipment from supply channels available to legitimate requirements, but places a heavy emphasis on maintenance failure through non-use of the equipment.

(c) Recommendation: A simplified method be developed whereby unnecessary TO&E items can be turned in if not required.

(2) Property Book Officers

(a) Observation: In the attached companies of the 123d Avn Bn, which carry separate property books, the PBO is a rated aviator and not completely free to engage in and learn this vital supply job.

(b) Evaluation: The use of rated officers to fill the position of PBO in aviation companies carrying separate property books greatly hampers the unit's supply effectiveness and contributes to the property accounting errors noted in inspections and daily operations.

(c) Recommendation: An MOS qualified Supply Officer be authorized in all aviation companies having a property book.

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g. Communications

(1) Telephone Set, TA-312:

(a) Observation: Excessive time in repair of Telephone Set
TA-312.

(b) Evaluation: Retaining springs, which are easily bent, are a major reason telephones require repair so often. Replacement of these springs, a relatively simple task, is a DSU function.

(c) Recommendation: That replacement of bent retainer springs be authorized at organizational level.

h. Material: None.

i. Other: None.



3 Incl

1. 16th CAG Organization
Chart & Station List
2. 16th CAG Operational
Statistics
3. 16th CAG Aircraft Status

D. TOWNSEND
COL, Inf
Commanding

DISTRIBUTION:

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File 5 cys

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AVDF-GCDO (15 Nov 69) 1st Ind

SUBJECT: Operational Report Lessons Learned (16th Combat Aviation Group) (U)

DA, Headquarters, Americal Division, APO 96374 1 DEC 69

TO: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,
APO 96375

1. (U) Forwarded herewith is the subject report of the 16th Combat Aviation Group for the period 1 Aug - 31 Oct 69.
2. (U) This Headquarters concurs with the observations and recommendations contained in the basic communication with one exception. The recommendation found in paragraph f, page 16, is not valid, as current procedures concerning the turn-in of unneeded MTOE equipment are clearly prescribed by USARV Reg 310-32.

FOR THE COMMANDER:

G.M. Kay 1LT AGC
CALEB R. MILLS
CPT, AGC
Asst AG

AVHGC-DST (31 October 1969) 2d Ind
SUBJECT: Operational Report-Lessons Learned (16th Combat Aviation Group)
Period Ending (31 October 1969) RCS CSFOR-65 (R2)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375

TO: Commander in Chief, United States Army, Pacific, ATTN: GFOP-DT,
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1969 from Headquarters, 16th Combat Aviation Group and comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "Chu Lai Air Space", page 9, paragraph 1d(3)(h)3; concur. However, a Non-Directional Beacon (NDB) is available at Chu Lai Air Base and is compatible with Army equipment. The NDB can be used to provide a fix from which a Ground Controlled Approach (GCA) can be initiated.

b. Reference item concerning "Shortage of Avionics Test Equipment", page 12, paragraph 1h(2); concur. The AN/URM-103 is in critical short supply in RVN. There are currently none in depot stock and ICCV advises that it will be the 4th Qtr FY70 before stocks arrive from CONUS. The unit should insure that a valid requisition has been submitted.

c. Reference item concerning "Replacement Aviators", page 14, paragraph 2a(1); nonconcur. Aircraft to train OH-6A aviators prior to assignment in RVN would have to come from USARV assets. To partially alleviate the problem, the USARV OH-6A Training Team will be fully operational in 3d Qtr FY70 to begin in-country transitions. Transition of OH-6 aviators is considered to be within the capability of the unit without having an adverse effect on the ability of the unit to perform its mission.

d. Reference item concerning "Augmentation of S4 Personnel", page 14, paragraph 2a(2); concur. The recommendation appears appropriate. MTOE action should be initiated with full justification for the additional spaces and identifying trade off spaces.

e. Reference item concerning "Night Operations", page 15, paragraph 2c(1); nonconcur. The requirement to make provisions for helipad lighting on firebases can be sufficiently satisfied from within organic assets of the unit occupying the firebase. The Light Set Marker Emergency: Air-field runway portable battery operated, LIN 64131 is an ideal solution to the problem and currently authorized in each infantry battalion (6 per bn).

f. Reference item concerning "Maintenance Support for Separate Air Cav Troops", page 15, paragraph 2d(1); concur. Experience has proven that significantly higher aircraft readiness is achieved by units having organic

AVHGC-DST (31 October 1969) 2d Ind
SUBJECT: Operational Report-Lessons Learned (16th Combat Aviation Group)
Period Ending (31 October 1969) RCS CSFOR-65 (R2)

or attached direct support capabilities versus those units receiving support from centralized sources. The units of the 1st Avn Bde, 1st Cavalry Div (Ambl), and 101st Airborne Div (Ambl) are currently organized under the decentralized concept. A request for MTOE change should be initiated, identifying trade-off spaces (Officer, Warrant Officer and Enlisted Men).

g. Reference item concerning "Delays in Administering 90 Day Standardization Rides", page 15, paragraph 2e(1); concur. Units can submit work orders to the Floating Aircraft Maintenance Facility (FAMF) for the manufacture of skid shoes. A sufficient stockage of this item should be maintained to meet the unit requirements.

h. Reference item concerning "TOE Equipment not Required for Mission Accomplishment", page 16, paragraph 2f(1), and 1st Indorsement, paragraph 2; concur with 1st Indorsement. No action by higher headquarters is required.


i. Reference item concerning "Property Book Officers", page 16, paragraph 2f(2); nonconcur. A request to authorize a PBO for aviation companies having a property book was forwarded to DA through USARPAC on 15 August 1969. DA disapproved the request for the following reasons:

(1) The assignment of Warrant Officer MOS 761A at company level is contrary to classification guidance in AR 611-112.

(2) The use of commissioned or warrant officer aviators as unit PBO is desirable since the performance of normal unit administration has a positive training value for career oriented individuals who would not otherwise be exposed to such experience.

FOR THE COMMANDER:

Cy furn:
16th CAB
Americal Div


L. E. H. HAY
CPT, USA
Assistant Adjutant General

GPOP-DT (Undtd) 3d Ind (U)


SUBJECT: Operational Report of HQ, 16th Combat Aviation Group for
Period Ending 31 October 1969, RCS CSFOR-65 (RI) (U)

HQ, US Army, Pacific, APO San Francisco 96558 27 JAN 1970

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:


C. L. SHORTT
CPT, AGC
Asst AG

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ORGANIZATIONAL CHART 16TH COMBAT AVIATION GROUP

AMERICAL DIVISION

16TH CAG

HHC

14TH CAB

123D AVN BN

335TH TRANS CO

STATION LIST 16TH COMBAT AVIATION GROUP

<u>UNIT</u>	<u>STATION</u>	<u>APO</u>
HHC, 16th CAG	Chu Lai	96374
HHC, 123d Avn Bn	Chu Lai	96374
Co A, 123d Avn Bn	Chu Lai	96374
Co B, 123d Avn Bn	Chu Lai	96374
F Troop, 8th Cav	Chu Lai	96374
D Troop, 1st Cav	Chu Lai	96374
415th Sig Det	Chu Lai	96374
570th Trans Co	Chu Lai	96374
Co E, 723d Maint Bn	Chu Lai	96374
HHC, 14th CAB	Chu Lai	96374
534th Med Det	Chu Lai	96374
14th Security Flt	Chu Lai	96374
71st AHC	Chu Lai	96374
174th AHC	Duc Pho	96217
756th Med Det	Duc Pho	96217
176th AHC	Chu Lai	96374
132nd ASHC	Chu Lai	96374
178th ASHC	Chu Lai	96374
335th Trans Co	Chu Lai	96374

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Incl 1 Organization Chart and Station List, ORLL of 16th CAG Period Ending
(31 October 1969) RCS CSFOR-65 (RI)

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OPERATIONAL STATISTICS											
<u>UNIT</u>	<u>HOURS</u>	<u>SORTIES</u>	<u>TROOPS CARRIED</u>	<u>TONS CARGO</u>	<u>NEED EVAC</u>	<u>A/C RECOVERIES</u>	<u>ENEMY KIA</u>	<u>SAMPANS</u>	<u>STRUCTURES</u>	<u>A/C LOST</u>	<u>A/C DOWN</u>
HHC, 16th CAG	0	0	0	0	0	0	0	0	0	0	0
14th CAB	28,226	105,850	206,975	38,869	223	47	66	0	233	8	122
123d Avn Bn	14,393	41,911	75,388	23,899	47	32	254	0	542	6	37
335th Trans Co	176	441	264	6	0	0	0	0	0	0	0
TOTALS	42,799	148,202	282,627	62,774	270	79	320	0	775	14	159

AMMUNITION EXPENDED

UNIT	7.62	40MM	2.75
HHC, 16th CAG	0	0	0
14th CAB	345,290	26,300	16,300
123d Avn Bn	663,694	32,792	18,212
335th Trans Co	0	0	0
TOTAL	1,008,964	61,092	34,512

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Incl 2, Operational Statistics and Ammunition Expended, ORIL of 16th CAG
Period Ending (31 October 1969) RCS CSFOR-65 (RI)

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UNIT	OH-6A		UH-1H/C		UH-1D/H		CH-47B		AH-1G	
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
16th CAG	3	0	0	0	0	0	0	0	0	0
14th CAB	7	0	24	26	70	69	32	32	0	0
123d Avn Bn	22	24	0	1	44	36	0	0	24	24
335th Trans Co	0	0	0	0	2	2	0	0	0	0
TOTAL	32	24	24	27	116	109	32	32	24	24

16TH CAG AIRCRAFT STATUS AS OF 31 OCTOBER 1969

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Incl 3, Aircraft Status to ORLL or 16th CAG Period Ending (31 October 1969)
RCS CSFOR-65 (RI)

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